

NAME OF OPIUM SMUGGLER HAS FAMILIAR RING

When Customs Officials Read of Snarrin's Arrest They Recalled Case of Sharin

EOTH HAD CONTRABAND HIDDEN IN 'DRYGOODS'

Sharin, However, Played Safe, While Bellingham Cannot Dodge Law Now Effective

"Sharin, Sharin!" said the night inspector, rolling the name on the tip of his tongue; "Sharin would sound better to me."

In fact, the similarity of names and occupations, not to say avocations, between the M. Sharin arrested Saturday in Bellingham, Washington, with \$40,000 worth of opium in his possession, and the N. Sharin who brought a big shipment of regularly stamped opium into the Territory three years ago, was generally remarked yesterday at the customs house and on the water front.

The Advertiser asked San Francisco for confirmation of the spelling and it came back again "Sharin."

Nathan Sharin has been back and forth between Honolulu and the Coast as often as three or four times a year, since he first got into trouble here, always carrying a drummer's sample box of hats and clothes. The customs officers never failed to search his luggage and regularly had their trouble for their pains.

Opium "Side Line" of Both The Bellingham "Sharin" was also ostentatiously a dealer in dry goods. Both carried opium as a side line.

The Sharin who brought opium to Honolulu took advantage of a loophole in the law and was immune from federal prosecution, although the law was found in his possession. The law forbidding the importation of the drug had just been passed, but had not gone into effect. During the months of grace, dealers imported huge shipments, on which they paid the required duty.

Sharin bought a quantity of this duty-paid opium, duly stamped by the department of internal revenue, and brought it to Honolulu after the law had gone into effect and the market was established. Then, now, the price in San Francisco was lower than here.

Customs officers thought that a box of hats he carried with him was suspiciously heavy and opened it. There lay the opium, tin on tin, but Sharin merely laughed at them.

"Opium?" he said, of course, it's opium, but it has been legally imported. There are no stamps on it, and I have as much right to deal in it as in coal or peanuts. And so he had, as far as the federal statute went. There was, however, a territorial act, covering the case, but it never was invoked against him. So Sharin sold his opium at a handsome profit and went his way.

The Bellingham "Sharin" is in no such luck. Whether the prosecution makes out a case against him or not, his \$40,000 worth of opium is a dead loss. The government has confiscated it and will destroy it.

Speaking of opium, Jack McGrath, seems to be easily accessible in San Francisco to say of his friends who wish to look him up. Deputy Sheriff A. H. who is also in San Francisco, might tell on him. One of the members of the Matronia, which is now in port, saw him on the Embarcadero two days before the ship sailed for Honolulu.

How McGrath Got Away

The various tales that have been told of McGrath's escape from the Territory seem more and more crystallized definitely into one accepted legend. Between the time he walked out of jail and the time the transport Sherman sailed, he lay in hiding. An hour or two before the transport was due to sail, he was driven to the railroad where, hired a sampan, was ferried to the ship where the Sherman lay, and into the water where the sailors were swimming and walked dripping with the ladder with them, when the bugle blew. His clothes had been sent on board in advance.

The boatman was his friend and kept him busy with small, obscure tasks. He was recognized by a quartermaster who had known him of old, and who brought the tale back to Honolulu on the next trip the transport took to the Philippines. In one way or another it has been verified until now it has grown to be the official version.

RAISING TELEPHONE RATES IS OPPOSED

HONO, July 26.—By a vote of six to four the Hilo Board of Trade went on record at its July meeting as being opposed to the proposed change in telephone rates by which a toll would be charged for long distance telephoning. W. D. Stone, manager of the telephone company, justified the demand of \$200,000 for wire for across-island lines and that by exacting a toll on switching only could the company get a fair return and make every person pay for the service received.

Bringing two automobiles and a little cargo and few passengers, the Candine arrived at midnight Saturday from Maui. Purser Pinner of the Candine reported that the schooner A-Jel and Mary Winkelman were at Kuluhi discharging lumber.

COMPLAINTS WANTED AS AID IN FIGHT FOR FREEDOM TO TRAVEL

COMPLAINT STATEMENTS WANTED

The question of an appeal to Congress and the Administration to suspend the coastwise law as applying to passengers, will be considered and if possible, acted upon at the regular members meeting of the Chamber of Commerce, Wednesday, August 18th.

It is requested that both visitors and residents send to the secretary signed statements covering complaints relative to past and present difficulties in connection with the congestion of the passenger traffic between Honolulu and the Pacific Coast.

FRED L. WALDRON, President, Chamber of Commerce of Honolulu.

The question of securing from Congress at its next session a suspension of the Coastwise Shipping Law, as it relates to the passage of passengers between mainland and Hawaiian ports on vessels of foreign registry, is very much to the fore again in Honolulu, and, as stated in the notice, above, the Chamber of Commerce is preparing to secure the data upon which Hawaii must rest its case.

Several years ago, by one vote in the Senate, the community was defeated in an effort to secure the temporary suspension of the law, the bill upon which the vote was taken placing executive power in the hands of the President to suspend the law in his judgment until such time as it was apparent to him that sufficient accommodations for all passengers to sail from Hawaii were provided on American steamers. Probably a similar bill will be introduced in the coming session of Congress.

Everyone at all interested in the subject knows today that there is more passenger business offering than the steamship companies can take care of.

It has been stated by those desiring passage to the mainland that no assurances can be given at any of the local steamship offices of accommodations within the next six or seven weeks, and it is certain that the congestion at this end of the line is preventing many in San Francisco from coming to the islands.

It is very necessary, in the interests of Hawaii generally, that everyone who has personal knowledge of steamship conditions should present the chamber of commerce with a statement of the facts. Hawaii faces an intolerable situation, should the Pacific Mail be in earnest in its threat to wind up its Pacific business, and everything points to the fact that the company is in earnest.

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THE KONA PHOENIX THREATENS TO RISE

Tobacco Has Sold In Commercial Quantities At Very Favorable Prices

An analysis of the sale of one consignment of Hawaiian tobacco, amounting to about fifteen thousand pounds is interesting as having some bearing on the future of the industry. Fifty per cent of this lot sold for 25 cents per pound. Only five per cent brought less than 25 cents. Twenty per cent sold between 25 and 40 cents. The remaining 25 per cent sold at prices ranging from 45 to 75 cents.

When it is remembered that excellent grades of "domestic" wrapper tobacco can be purchased from local dealers as far west as San Francisco at prices under 25 cents; and that imported Cuban "filler" containing enough wrapper to work itself up can be had in New York, duty paid, at 40 to 50 cents, the question arises, why should mainland manufacturers buy Hawaiian tobacco and be willing to pay any such prices for it? Why should they buy it at all? Cuban tobaccos are well and favorably known wherever cigars are smoked.

About Cuban Tobacco There are practically no importations of Cuban wrapper tobacco as such. Hence the sale to this country for sale is small. The United States government allows a bale of tobacco to be called "filler" so long as it only contains just enough wrapper leaf to make that bale into cigars. If Cuban smokers could get it, they would have to pay 15 per cent of good wrapper leaf in the bale, the government calls the whole bale "wrapper" and forces the importer to pay the wrapper duty accordingly. The duties collected on Cuban tobacco amount to only a very small sum each year.

For the same reason the average duty paid value of Cuban leaf ranges under fifty cents per pound at first hands in New York, because the filler duty is only 28 cents.

A Pertinent Question Again the question arises, why should cigar manufacturers pay more than average Cuban prices for Kona tobacco?

Havana tobacco is staple among cigar manufacturers. Everyone knows it. Why pay such prices for the unknown and untried product from far off Hawaii? The only answer that can be given is that the cigar manufacturers who bought this consignment and paid more than average Cuban prices for a quarter of the lot, considered it worth much more than they were willing to pay, otherwise they would not have touched it at any figure.

This story gives all criticisms that the Hawaiian tobacco leaf was not properly graded or fermented, or handled, or that it would not burn, or that the colors were not right. Those arguments may have been used by buyers in making the decision, but they finally paid Havana prices for a good share of it, prices three and four times higher than they are paid every day for "domestic" tobacco.

The Cuban Industry Havana employs 70,000 cigar makers and has what is said to be the largest common labor payroll of any city of its size in the world. The cigar makers are nice workers and are paid daily. Hence Havana is next to Washington, D. C., one of the greatest ready money cities in the world. The cigar factories in Manila are what make that city one of the best ready money towns in the Orient.

There are some of the things the tobacco industry will make for Honolulu in another ten or twenty years, and it is something worth looking forward to. If a first crop of a Hawaiian product can be sold in open competition with an established world-famed product like Cuban tobacco, in the same market and at nearly equal prices, the industry has something in it. There is some future for it.

The Kona Phoenix

It is reported that after the war, or after all danger of the United States being drawn into the European war is safely passed, a substantial amount of working capital will again be put into some of the tobacco enterprises in Kona.

The industry has been quiet for two years not because those who began it had lost faith, but to enable them to thoroughly survey the marketing outlet. The facts are as stated in regard to the sale of some of the tobacco that went from here to the mainland.

Other consignments which had been badly handled did not gain favorable reception and were disposed of at very low values, commensurate with their work. Enough has been placed at satisfactory prices to give a line on the future course of procedure. The market is in the United States and not abroad. Hence the war does not affect the prospective outlet for Hawaiian tobacco except indirectly as it influences general trade and market conditions for all classes of merchandise.

WORK ON CLUB HOUSE NEARING COMPLETION

Construction work is progressing rapidly on the club house for the enlisted men of the Second Infantry at Fort B. It is expected the opening will be held on August 20. It is believed that one thousand of the fifteen enlisted men at the post will become members of an up-to-date club.

With the men an adequate schoolhouse and undoubtedly will increase the number of men who have been coming into the city for recreation.

Splendid Game Ends With Home Players Ahead-- Society Cheers

THE SCORE
Periods 1 2 3 4 5 6 7 8
OAHU 1 2 3 4 5 6 7 8
MAUI 0 1 2 3 4 5 6 7

Walter Macfarlane—Foul; Walter F. Dillingham—Foul; David Fleming—Foul.
Final Score—Oahu 11, Maui 7.

GOALS SCORED
Oahu—Walter Macfarlane 2; Harold K. Castle 2; Walter F. Dillingham 6; Arthur Rice 1.
Maui—Arthur Collins 4; Samuel A. Baldwin 2; Frank F. Baldwin 6; David Fleming 2.

LINE UP
Oahu—Walter Macfarlane, No. 1; Harold K. Castle, No. 2; Walter F. Dillingham, No. 3, and Arthur Rice, No. 4.
Maui—Arthur Collins, No. 1; Sam A. Baldwin, No. 2; Frank F. Baldwin, No. 3, and David Fleming, No. 4.

Referee—Lieut. R. H. Kimball.
Timekeepers and Scorers—John S. Walker and Charles Falk.
Goal Judges—Charles Lucas and Lieutenant Sadler.

Hawaii's high place in the world of polo has long been recognized. Her players have well stood the test of battle on the polo field in the east, in the west and at home, and her ponies have been admired and much sought after through the length and breadth of the world. Harry Payne Whitney once said: "Hawaii deserves all that has been said and written about her polo players and her polo ponies."

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TRANSIT COMPANY REITERATES STAND

States Position Clearly in Its Answer To Complaint In Bill For Injunction

The Rapid Transit Company has filed its answer to the injunction proceedings brought against it by the Pukinham administration through Attorney General Staibach last April, and the battle which has been threatening for the past many months—ever since Governor Pukinham was inaugurated—appears about to come off. In the meanwhile, until the courts have decided just what is what concerning the rights of the company under its present franchise, the much needed extensions and improvements of the line will have to wait, while the application of the company for a new charter, giving it a longer lease of life, will also make time.

Right, When Needed That while not contemplating any increase in stock, the company has a right to make such increase at any time and may do so, is the gist of the answer filed yesterday by the corporation through the company's attorneys, Frear, Prosser, Anderson, and Marx and Castle and Withington.

The answer states that the company has a "just and legal right to increase its capital stock to the sum of \$1,000,000," and that "although it has heretofore taken no action looking to that end, it may do so at any time unless restrained by an order of the court."

Last April the Territory filed a bill for injunction to enjoin the company from increasing its capital stock to the sum of \$1,000,000, or any amount in excess of the capital stock of April last, or to pay any dividends on any capital stock other than the stock outstanding at the time the bill for injunction was filed.

Claimed Assets Swelled The Territory's bill set forth that, as provided by the charter of incorporation, it would be unlawful for the company to increase its capital stock in excess of \$200,000 at any one time, unless the proposed increase, when taken with the original capital stock, represented the actual cost of the railway and not over twenty-five per cent of such cost in addition.

The bill alleged that the amount of capital stock outstanding last April was of the par value of \$1,207,500, and that this amount exceeded the actual cost of the property of the railway and twenty-five per cent of such cost in addition thereto.